RTIP ID# *(required)* 200622

TCWG Consideration Date April 27, 2010

Project Description *(clearly describe project)*
The San Bernardino Associated Governments (SANBAG), in cooperation with the City of Barstow and County of San Bernardino, proposes to construct a roadway and railroad track grade separation at the Lenwood Road rail crossing within and near the limits of the City of Barstow. By eliminating the at-grade crossing, the proposed grade separation project is designed to improve safety and minimize interruptions and delays in both vehicular (including emergency services) and rail traffic for more efficient operation.

The proposed project would widen that portion of Lenwood Road within the project limits from two to four lanes (two lanes in each direction) of travel with a continuous left-turn lane (refer to Figures 1A and 1B). It is anticipated that with the future full development of Barstow Industrial Park located northwest of the project area, Lenwood Road may be upgraded to a 6-lane Major Arterial sometime in the future to meet anticipated travel demand. The project design will take this into consideration, and will not preclude this potential expansion of Clay Street within the project limits.

The proposed project design would preserve the at-grade intersection at Main Street by raising the intersection at Main Street up to 10 feet to meet the required vertical profile for a design speed of 55 miles per hour. The proposed Lenwood Road Overhead is designed to be a single-span structure with a total span length of approximately 178 feet in length and approximately 76 feet in width. The curb-to-curb width on the bridge provides for four travel lanes, a two-foot wide center double striped median, and a 6-foot wide shoulder on each side, totaling 62 feet in width. The new bridge structure will elevate the roadway approximately 32 feet above the existing railroad tracks and will require construction of approach slabs and approach retained fill by means of Mechanically Stabilized Earth.

As part of the project, some permanent local access roadways would be constructed in order to avoid land-locking certain parcels and thereby reduce the project's overall right-of-way impacts (acquisitions); the proposed local access roadways are shown on Figure 2. Although not currently paved, the proposed access roads are identified in the City of Barstow's General Plan Circulation Element and are also currently being utilized as unpaved roads. Therefore, paving these access roads as part of the proposed project would not introduce new access to the area.

Detour roads also would be constructed as part of the project to facilitate construction and to provide maintenance of traffic for Lenwood Road and Main Street during construction (refer to Figure 2). These detour roadways include Warehouse Access Road Extension/Holland Street, which includes a temporary BNSF railroad crossing approximately 300 feet northeast of the existing crossing; and the Southwest Detour Road. The Holland Street portion of the detour road from Lenwood Avenue to Main Street would be designed as a permanent roadway and left in place after completion of project construction in order to mitigate construction impacts to the adjacent properties. Paving of Holland Street would not change of introduce new access to the area.

Type of Project *(use Table 1 on instruction sheet)*
Change to existing regionally significant street (capacity increasing grade separation)

County San Bernardino	**Narrative Location/Route & Postmiles** Located in City of Barstow and unincorporated area of San Bernardino County. **Caltrans Projects – Federal Project No.** TCIFSTPL-6053(086)

Lead Agency: San Bernardino Associated Governments

Contact Person	**Phone#**	**Fax#**	**Email**
Scott Neff	(909) 889-8611	(909) 885-4407	SNeff@sanbag.ca.gov

Hot Spot Pollutant of Concern *(check one or both)* **PM2.5** **PM10** ✓

Federal Action for which Project-Level PM Conformity is Needed *(check appropriate box)*

✓ **Categorical Exclusion (NEPA)**	**EA or Draft EIS**	**FONSI or Final EIS**	**PS&E or Construction**	**Other**

Scheduled Date of Federal Action:

NEPA Delegation – Project Type *(check appropriate box)*

Exempt	✓ **Section 6004 – Categorical Exemption**	**Section 6005 – Non-Categorical Exemption**

Current Programming Dates *(as appropriate)*

	PE/Environmental	**ENG**	**ROW**	**CON**
Start	2009/10	2009/10	2010/11	2011/12
End	2010/11	2010/11	2011/12	2012/13

Project Purpose and Need (Summary): *(attach additional sheets as necessary)*
By eliminating the existing at-grade railroad crossing, the proposed grade separation project is designed to improve safety conditions in the project area and minimize interruptions and delays in both vehicular (including emergency services) and rail traffic for more efficient operation of the local roadway system.

Surrounding Land Use/Traffic Generators *(especially effect on diesel traffic)*
Surrounding land uses include interspersed single- and multi-family residential, commercial, industrial, and undeveloped lands. The proposed project would not, in and of itself, generate additional traffic.

Opening Year (2013): Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

Lenwood Road from Jasper Road to W Main Street*:

Year 2013 No Build:

LOS = A; ADT = 3,839; Truck % = 25%; Truck ADT = 970

Year 2013 Build:

LOS = A; ADT = 3,839; Truck % = 25%; Truck ADT = 970

*Data from Draft Traffic Study for Lenwood Road Grade Separation by URS (April 2010) (see Attachment 1).

RTP Horizon Year / Design Year (2035): Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

Lenwood Road from Jasper Road to W Main Street*:

Year 2035 No Build:

LOS = F; ADT = 20,111; Truck % = 35%; Truck ADT = 7,029

Year 2035 Build**:

LOS = C; ADT = 20,111; Truck % = 35%; Truck ADT = 7,029

*Data from Draft Traffic Study for Lenwood Road Grade Separation by URS (April 2010)) (see Attachment 1).
**Planned and anticipated improvements to the local and regional transportation system are not included.

Opening Year (2013): If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

West Main Street from Lenwood Road to SR-58*:

Year 2013 No Build:

LOS = A; ADT = 10,413; Truck % = 9%; Truck ADT = 956

Year 2013 Build:

LOS = A; ADT = 10,413; Truck % = 9%; Truck ADT = 956

*Raw data from Draft Traffic Study for Barstow Industrial Park by KHA (August 2009) (see Attachment 1).

RTP Horizon Year / Design Year (2035): If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

West Main Street from Lenwood Road to SR-58*:

Year 2035 No Build:

LOS = C; ADT = 21,459; Truck % = 21%; Truck ADT = 4,428

Year 2035 Build**:

LOS = C; ADT = 21,459; Truck % = 21%; Truck ADT = 4,428

*Raw data from Draft Traffic Study for Barstow Industrial Park by KHA (August 2009) (see Attachment 1).
**Planned and anticipated improvements to the local and regional transportation system are not included.

Describe potential traffic redistribution effects of congestion relief *(impact on other facilities)*
The proposed project would improve traffic operations and safety by eliminating the existing at-grade railroad crossing. The proposed project, in and of itself, would not generate additional traffic and therefore is not anticipated to worsen, but rather improve, air quality in the project area.

Comments/Explanation/Details *(attach additional sheets as necessary)*
The project does not qualify as a project of air quality concern (POAQC) pursuant to 40 CFR 93.123(b)(1) because of the following reasons:

(i) The project is not a new or expanded highway project. The proposed project is a grade separation project that increases the capacity of Lenwood Road within the project limits. This type of project improves roadway operations by reducing traffic congestion and improving traffic operations. As demonstrated herein, the project would not, in and of itself, generate additional traffic as compared to the No Build condition. Although the project would increase the vehicular capacity of Lenwood Road by adding one additional lane of travel in each direction along Lenwood Road, traffic volumes in the project area would not exceed the 125,000 average daily trips or 10,000 average daily truck trip thresholds for a POAQC.

(ii) The proposed project does not affect intersections that are at level of service (LOS) D, E, or F with a significant number of diesel vehicles. The project would reduce the delay and improve the LOS at intersections within the project vicinity.

(iii) The proposed project does not include the construction of a new bus or rail terminal.

(iv) The proposed project does not expand and existing bus or rail terminal.